This appendix contains information regarding aircraft operational activities at CRQ. Following is the list of information included in this appendix.

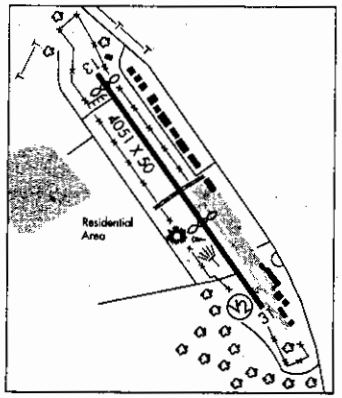
- Airport/Facility Directory, Southwest U.S., September 2003
- U.S. Terminal Procedures and Airport Diagram
- IFR Alternate Minimums
- Take-Off Minimums and (Obstacle) Departure Procedures
- FAA Order 7110.65P, Section 2-9, Automatic Terminal Information Service Procedures
- County of San Diego, Department of Public Works, Engine Run-up Regulation
- County of San Diego, Board of Supervisors Policy, F-44, Development of McClellan-Palomar Airport

CAMARILLO (CMA) 3 W UTC−8(−7DT) N34°12.83′ W119°05.66′ LOS ANGELES
75 B S4 FUEL 100LL, JET A TPA—See Remarks COPTER
RWY 08–26: H6010X150 (ASPH–CONC–RFSC) S–48, D–65, DT–110 MIRL H–2A, L–3B
RWY 08: REIL. PAPI(P2L)—GA 3.0° TCH 48′. Rgt tfc. RWY 26: REIL. PAPI(P2L)—GA 3.0° TCH 48′. IAP
AIRPORT REMARKS: Attended continuously. Fuel available 24 hours self serve. CAUTION: High performance military acft ops invof arpt. Mountain 1173′ MSL, beginning 5 miles from East end Rwy 26. Mountain 1814′ MSL 5 miles to East–Southeast of AER 26. Avoid overflight of pistol range located south of Rwy 08 thld. Numerous flocks of geese in vicinity of arpt. Wildlife on and invof arpt. No formation tkfs or ldgs. NSTD object free area east end of Twy F, impaired wing clnc, for acft with wingspan of 56′ to 80′. Upon arrival ctc FBO or arpt ops 805–388–4202 for assistance. NSTD wingtip clearance E end of Twy F. Acft with 80′ wingspan have 10′ wingtip clearance on either side. Acft with wingspan greater than 80′ are prohibited except by PPR from arpt manager. Landing fee for acft over 12,500 lbs. Noise sensitive all quadrants practice noise abatement/fly quiet/procedures. Ultralight activity SW quadrant of arpt. No ldgs, taxiing or tkfs on cheveroned area east of Rwy 26 thld. TPA—875(800) single engine, 1075(1000) multiengine and jets. When twr clsd ACTIVATE MIRL Rwy 08–26 and REIL Rwy 08 and Rwy 26—CTAF.
WEATHER DATA SOURCES: ASOS (805) 384–9294.
COMMUNICATIONS: CTAF 128.2 ATIS 126.025 (805) 484–3351.
HAWTHORNE FSS (HHR) TF 1–800–WX–BRIEF. NOTAM FILE CMA.
Ⓡ POINT MUGU APP/DEP CON 124.7 (1500–0700Z‡) CLNC DEL 120.75 (0500–0700Z‡)
Ⓡ LA. CENTER APP/DEP CON 135.5 (0700–1500Z‡)
TOWER 128.2 (1500–0500Z‡) GND CON 121.8 CLNC DEL 121.8
AIRSPACE: CLASS D svc 1500–0500Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE CMA.
(L) VORW/DME 115.8 CMA Chan 105 N34°12.75′ W119°05.66′ at fld. 60/15E.
VOR/DME unusable:
315°–245° byd 20 NM blo 14,000′ 276°–300° byd 20 NM blo 14,000′

CAMERON AIRPARK (See CAMERON PARK)

CAMERON PARK

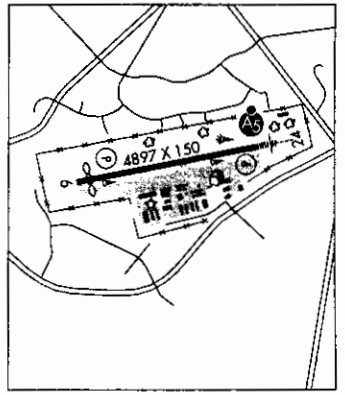
CAMERON AIRPARK (061) 0 N UTC−8(−7DT) N38°41.04′ W120°59.25′ SAN FRANCISCO
1286 S4 FUEL 100LL TPA—2300(1014) L–2G
RWY 13–31: H4051X50 (ASPH) S–12.5 MIRL
RWY 13: Thld dsplcd 193′. Tree
RWY 31: PVASI(PSIL)—GA 6.0° TCH 18′. Thld dsplcd 1509′. Tree.
AIRPORT REMARKS: Attended 1600–0100Z‡. For noise abatement procedures call arpt manager 530–676–8316 or FBO 530–677–4436 1600–0100Z‡. Rwy 13–31 restricted to use by acft that exceed a maximum certificated gross weight of 12,500 pounds and wingspan less than 50′. Helicopter parking not authorized. Rwy 13–31 W side 60′ gates in perimeter fencing to provide access to residential area for residents and invited guests. ACTIVATE MIRL Rwy 13–31—CTAF.
COMMUNICATIONS: CTAF/UNICOM 123.05
RANCHO MURIETA FSS (RIU) TF 1–800–WX–BRIEF. NOTAM FILE RIU.
RADIO AIDS TO NAVIGATION: NOTAM FILE RIU.
HANGTOWN (L) VOR/DME 115.5 HNW Chan 102 N38°43.48′ W120°44.96′ 241° 11.5 NM to fld. 2602/17E.



CAMP PENDLETON MCAS/MUNN FLD (NFG) N33°18.09′W117°21.30′ NOTAM FILE SAN. LOS ANGELES
AIRSPACE: CLASS D svc Mon and Fri 1600–0100Z‡, Tue–Thur 1600–0700Z‡, except Sat, Sun and holidays other times CLASS G. L–3B

CARLSBAD

McCLELLAN–PALOMAR (CRQ) 3 SE UTC−8(−7DT) N33°07.70′ W117°16.81′ LOS ANGELES
331 B S4 FUEL 100LL, JET A OX 3, 4 TPA—See Remarks ARFF Index A L–3C
RWY 06–24: H4897X150 (ASPH–PFC) S–60, D–80, DT–110 HIRL IAP, AD
RWY 06: PAPI(P4L)—GA 3.0° TCH 35′. Thld dsplcd 297′.
RWY 24: MALSR. REIL. PAPI(P4L)—GA 3.2° TCH 54′. Rgt tfc.
RUNWAY DECLARED DISTANCE INFORMATION
RWY 06: TORA–4900 TODA–4900 ASDA–4900 LDA–4600
RWY 24: TORA–4600 TODA–4600 ASDA–4600 LDA–4600
AIRPORT REMARKS: Attended 1500–0600Z‡. Rwy 24 hard to see two hrs prior to SS. Do not mistake S twy as rwy or drag strip 2.5 miles E for rwy. Extensive bird activity in vicinity especially in spring. P–lines 2 miles W & SW. CLOSED to air carrier ops with more than 30 passenger seats from 0630Z‡ to 1500Z‡ except by PPR call arpt manager 760–431–4646. PPR for all military acft call arpt manager 760–431–4646. TPA—1003(672) helicopters, 1503(1172) small acft, 2003(1672) large acft. Twy A limited to 60,000 lbs. No jet acft training due to noise abatement and traffic congestion. Multiple apchs by large acft (including large helicopters) not authorized. RVR touchdown Rwy 24 avbl. Rwy 24 is calm wind rwy. Rwy 06 safety area 600′. Arpt has noise abatement procedures ctc arpt manager 760–431–4646. Request jets fly the ILS apch. Voluntary jet curfew 0600–1500Z‡. Limited transient tie down space on public ramp. When twr clsd ACTIVATE MALSR Rwy 24–CTAF.

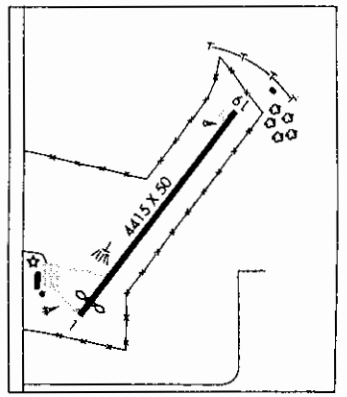


WEATHER DATA SOURCES: ASOS (760) 930–0864. LAWRS.
COMMUNICATIONS: CTAF 118.6 ATIS 120.15 (760) 438–2117
SAN DIEGO FSS (SAN) TF 1–800–WX–BRIEF. NOTAM FILE CRQ.
OCEANSIDE RCO 122.1R 115.3T (SAN DIEGO FSS)
Ⓡ SOCAL APP/DEP CON 127.3
TOWER 118.6 (1500–0600Z‡) GND CON 121.8 CLNC DEL 134.85
AIRSPACE: CLASS D svc 1500–0600Z‡ other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE CRQ.
OCEANSIDE (H) VORTAC 115.3 OCN Chan 100 N33°14.44′ W117°25.06′ 119° 9.7 NM to fld. 53/15E.
ILS 108.7 I–CRQ Rwy 24. Unmonitored when twr clsd.

CASTLE (See ATWATER)

CATALINA (See AVALON)

CEDARVILLE (059) 2 N UTC−8(−7DT) N41°33.16′ W120°09.98′ KLAMATH FALLS
4623 B S2 FUEL 100LL TPA—5623(1000) L–1A, 7A
RWY 01–19: H4415X50 (ASPH) S–12.5 MIRL
RWY 01: Thld dsplcd 320′. Road. RWY 19: Fence.
AIRPORT REMARKS: Attended 1600–0100Z‡. ACTIVATE MIRL Rwy 01–19—CTAF.
COMMUNICATIONS: CTAF/UNICOM 122.8
RENO FSS (RNO) TF 1–800–WX–BRIEF. NOTAM FILE RNO.
RADIO AIDS TO NAVIGATION: NOTAM FILE LKV.
LAKEVIEW (H) VORTACW 112.0 LKV Chan 57 N42°29.57′ W120°30.43′ 146° 58.4 NM to fld. 7460/19E.
HIWAS.



CHANDLER N36°43.44′ W119°50.02′ NOTAM FILE FCH. SAN FRANCISCO
NDB (HW) 344 FCH at Fresno–Chandler Downtown. Unmonitored. L–2E
NDB unusable 200°–230° byd 40 NM blo 8,500′.

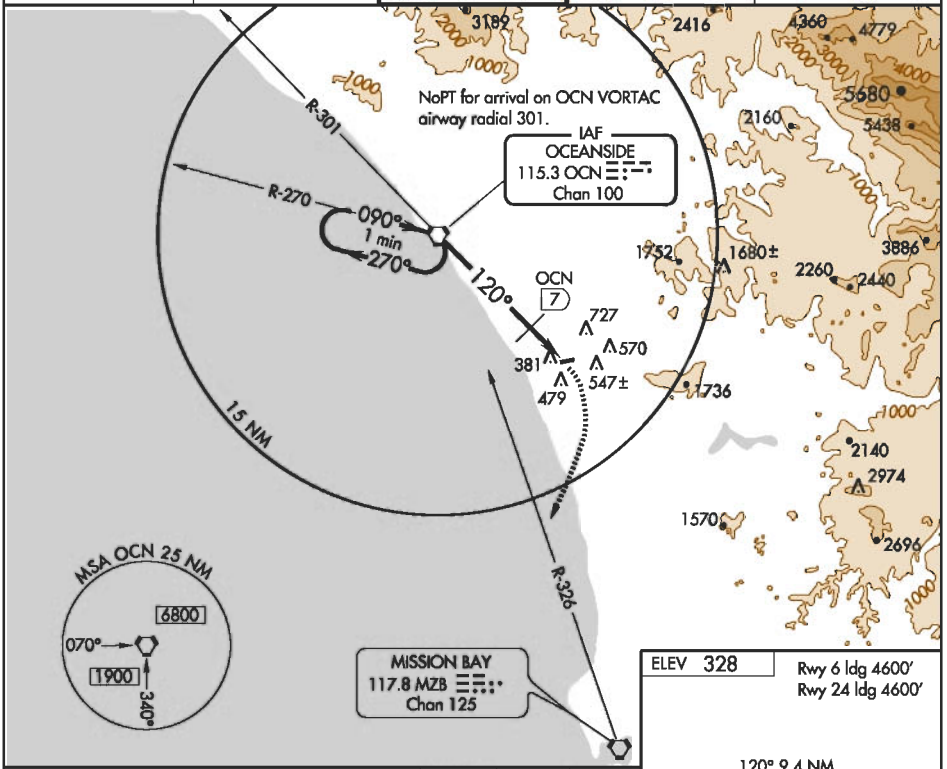
VORTAC OCN 115.3 Chan 100	APP CRS 120°	Rwy Idg N/A TDZE N/A Apt Elev 328

VOR-A

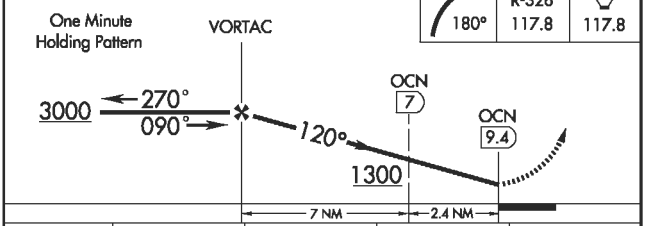
CARLSBAD/MC CLELLAN-PALOMAR (CRQ)

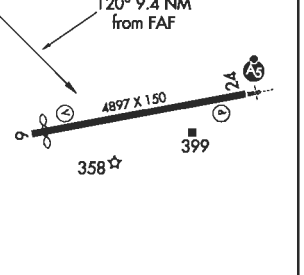
MISSED APPROACH: Climbing right turn to 3000 via heading 180° and MZB R-326 to MZB VORTAC.

ATIS 120.15	SOCAL APP CON 127.3 323.0	PALOMAR TOWER* 118.6 (CTAF) 392.0	GND CON 121.8	CLNC DEL 134.85



3000 180°	MZB R-326	MZB 117.8





CATEGORY	A	B	C	D
CIRCLING	1300-1¼ 972 (1000-1¼)	1300-1½ 972 (1000-1½)	1300-3 972 (1000-3)	NA
DME MINIMUMS				
CIRCLING	860-1 532 (600-1)	1000-1 672 (700-1)	1020-2 692 (700-2)	NA

REIL Rwy 24
HIRL Rwy 6-24

FAF to MAP 9.4 NM

Knots	60	90	120	150	180
Min:Sec	9:24	6:16	4:42	3:46	3:08

WAAS Chan 65603 W24A	APP CRS 245°	Rwy ldg 4600 TDZE 326 Apt Elev 331

RNAV (GPS) RWY 24

CARLSBAD/MC CLELLAN-PALOMAR (CRQ)

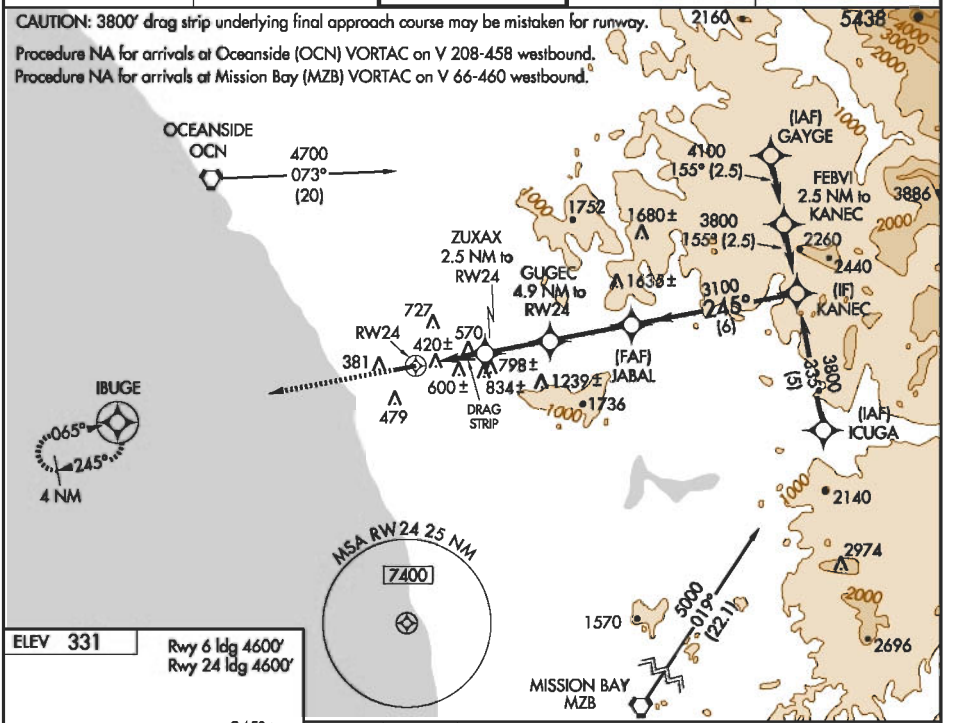
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F).

MALSR

MISSED APPROACH: Climb to 2000 direct IBUGE WP and hold.

ATIS	SOCAL APP CON	PALOMAR TOWER*	GND CON	CLNC DEL
120.15	127.3 323.0	118.6 (CTAF) L 392.0	121.8	134.85

CAUTION: 3800' drag strip underlying final approach course may be mistaken for runway.
Procedure NA for arrivals at Oceanside (OCN) VORTAC on V 208-458 westbound.
Procedure NA for arrivals at Mission Bay (MZB) VORTAC on V 66-460 westbound.

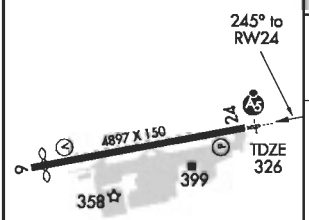


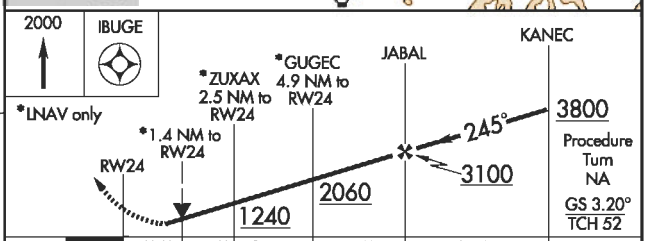
SW-3,14 APR 2005

SW-3,14 APR 2005

ELEV 331

Rwy 6 ldg 4600'
Rwy 24 ldg 4600'





CATEGORY	A	B	C	D
LPV DA	700/40 374 (400-¾)			NA
LNAV/VNAV DA	1000-1¾ 674 (700-1¾)			NA
LNAV MDA	860/24 534 (600-½)		860/50 534 (600-1)	NA
CIRCLING	1000-1¾ 669 (700-1¾)		1080-1¾ 749 (800-1¾)	NA

REIL Rwy 24
HIRL Rwy 6-24

LOC I-CRQ	APP CRS	Rwy Idg	4600
108.7	245°	TDZE	326
		Apt Elev	328

ILS RWY 24

CARLSBAD/MC CLELLAN-PALOMAR (CRQ)

Inoperative table does not apply to S-ILS 24.
For inoperative MALSR increase S-LOC Category A/B visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 3000 via heading 245° and OCN R-145 to OCN VORTAC.

ATIS	SOCAL APP CON	PALOMAR TOWER ★	GND CON	CLNC DEL
120.15	127.3 323.0	118.6 (CTAF) Ⓛ 392.0	121.8	134.85

CAUTION: 3800' drag strip underlying the final approach course may be mistaken for runway.

OCEANSIDE
115.3 OCN
Chan 100

(IAF)
HOMLY INT
OCN 17.6

DEASY
OM

DRAG
STRIP

MM

ESCON INT
JLI 25.2

RECCO INT
JLI 19.8

GENTA INT
JLI 14.3

IAF
JULIAN
114.0 JLI
Chan 87

LOCALIZER 108.7
I-CRQ

10 NM

MSA OCN 25 NM

117.8 MZB
Chan 125

ELEV 328
Rwy 6 ldg 4600'
Rwy 24 ldg 4600'

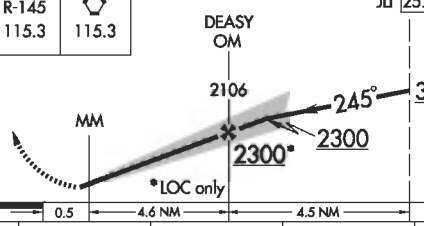
TDZE
326

4897 X 150

REIL Rwy 24
HIRL Rwy 6-24

245° 5 NM
from FAF

3000	OCN	OCN
245°	R-145	
	115.3	115.3



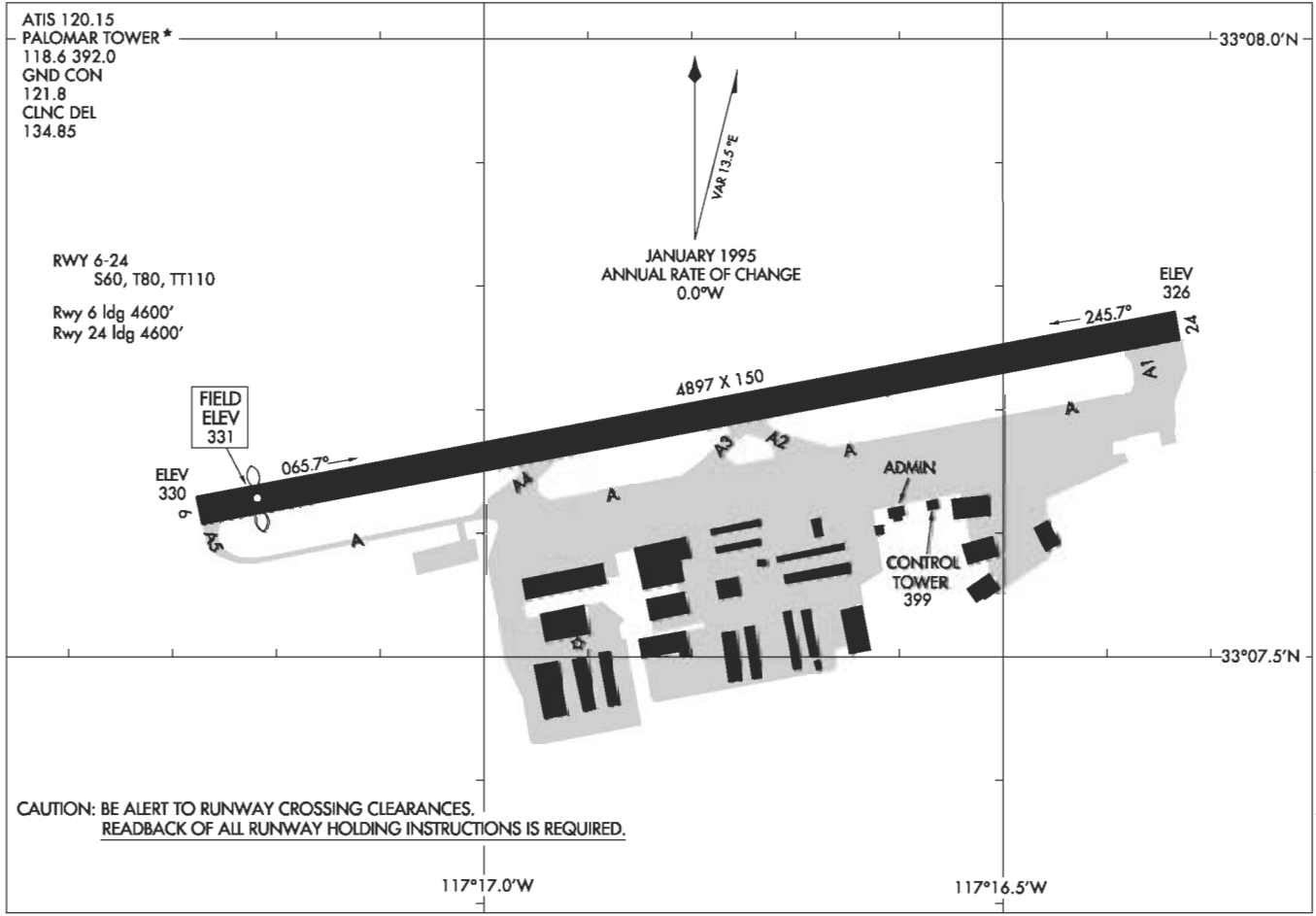
ESCON INT
JLI 25.2
Procedure
Turn NA

GS 3.20°
TCH 54

CATEGORY	A	B	C	D
S-ILS 24	526/40 200 (200-½)			NA
S-LOC 24	980/40 654 (700-½)		980/60 654 (700-1¼)	NA
CIRCLING	980-1 652 (700-1)	1000-1 672 (700-1)	1020-2 692 (700-2)	NA

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40


ATIS 120.15
PALOMAR TOWER *
118.6 392.0
GND CON
121.8
CLNC DEL
134.85
33°08.0'N
VAR 13.5°E
JANUARY 1995
ANNUAL RATE OF CHANGE
0.0°W
RWY 6-24
S60, T80, TT110
Rwy 6 ldg 4600'
Rwy 24 ldg 4600'
ELEV
326
245.7°
24
4897 X 150
FIELD
ELEV
331
065.7°
ELEV
330
6
A5
A4
A
A3
A2
A1
ADMIN
CONTROL
TOWER
399
33°07.5'N
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
117°17.0'W
117°16.5'W

IFR Alternate Minimums

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Minimums Notes for alternate airfield suitablity.

NAME — ALTERNATE MINIMUMS

BAKERSFIELD, CA
MEADOWS FIELD ..... **ILS or LOC Rwy 30R**
NDB Rwy 30R
NA when control tower closed.

BLYTHE, CA
BLYTHE ..... **VOR /DME-A**
VOR/DME Rwy 26
Category D, 900-2¾.

BURBANK, CA
BOB HOPE ..... **ILS Rwy 8**[1]
LOC Rwy 8,900-3
[1]Category D, 700-2.

CARLSBAD, CA
McCLELLAN-PALOMAR ..... **ILS Rwy 24**[12]
VOR-A[3]
[1]NA when control tower closed.
[2]ILS, 700-2.
[3]Categories A,B, 1000-2; Category C, 1000-3.

CHINO, CA
CHINO ..... **ILS Rwy 26R**
VOR or GPS-B
NA when control tower closed.

DAGGETT, CA
BARSTOW-DAGGETT **VOR or TACAN Rwy 22**
Categories A,B, 1300-2; Category C, 1400-3; Category D, 1500-3.

EL MONTE, CA
EL MONTE ..... **NDB or GPS-C**[1]
VOR or GPS-A[1]
VOR/DME or GPS-B[2]
NA when control tower closed.
[1]Categories A,B, 1000-2.
[2]Categories A,B, 1100-2.

NAME — ALTERNATE MINIMUMS

FULLERTON, CA
FULLERTON MUNI ..... **LOC Rwy 24**[1]
VOR-A[2]
[1]NA when control tower closed.
[2]Categories A,B, 1500-2.

HAWTHORNE, CA
HAWTHORNE MUNI ..... **LOC Rwy 25**
NA when control tower closed.

LA VERNE, CA
BRACKETT FIELD ..... **ILS Rwy 26L**
VOR or GPS-A[1]
NA when control tower closed.
[1]Category C, 800-2¼.

LANCASTER, CA
GENERAL WILLIAM J. FOX AIRFIELD ..... **VOR-B**
Categories A,B, 1000-2; Categories C,D, 1000-3.

LOMPOC,CA
LOMPOC ..... **VOR/DME-A**
Categories A,B, 900-2.

LONG BEACH, CA
LONG BEACH(DAUGHERTY FIELD) ..... **ILS Rwy 30**[1]
NDB Rwy 30[2]
VOR or TACAN Rwy 30[2]
NA when control tower closed.
[1]ILS, Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾. LOC, Categories A,B, 900-2, Category C, 900-2½; Category D, 900-2¾.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

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NAME ALTERNATE MINIMUMS

LOS ANGELES, CA

WHITEMAN ..... **VOR-A**
Categories A,B, 900-2; Category C, 900-2½.
NA when control tower closed.

NEEDLES, CA

NEEDLES ..... **VOR-A**
Category D, 800-2½.

OCEANSIDE, CA

OCEANSIDE MUNI ..... **VOR-A**
Categories A,B, 1200-2.

ONTARIO, CA

ONTARIO INTL ..... **NDB Rwy 26L**
Categories C,D, 800-2½.

OXNARD, CA

OXNARD ..... **ILS Rwy 25**
NA when control tower closed.
ILS, Category D, 700-2.

PALM SPRINGS, CA

JACQUELINE COCHRAN REGIONAL ..... **VOR-A**
NA when control tower closed.
Categories A,B, 1300-2; Categories C,D, 1300-3.

PALM SPRINGS INTL ..... **VOR or GPS-B**
Categories A,B, 1900-2; Categories C,D, 1900-3.

PASO ROBLES, CA

PASO ROBLES MUNI ..... **VOR or GPS-A**
Categories A,B, 1300-2; Categories C,D, 1300-3.

RAMONA, CA

RAMONA ..... **VOR/DME or GPS-A**
Categories A,B 1200-2; Category C, 1200-3.

RIVERSIDE, CA

RIVERSIDE MUNI ..... **ILS Rwy 9[12]**
VOR or GPS-A[3]
VOR or GPS-B[4]
VOR or GPS Rwy 9[5]
[1]NA when control tower closed.
[2]Category C, 900-1¼;Category D, 900-2½.
[3]Categories A,B,1200-2;Categories C,D,1200-3.
[4]Categories A,B, 1600-2.
[5]Category C, 900-2¼; Category D, 900-2½.

NAME ALTERNATE MINIMUMS

SAN DIEGO, CA

BROWN FIELD MUNI ... **VOR or GPS-A,**800-2¾
NA when control tower closed.

MONTGOMERY FIELD ..... **ILS Rwy 28R**
NA when control tower closed.
Categories A,B, 900-2.

SAN DIEGO INTL ..... **ILS Rwy 9[1]**
LOC Rwy 27[2]
NDB Rwy 9[3]
NDB Rwy 27[4]
[1]ILS, Categories A,B, 800-2; Categories C,D, 900-2½. LOC, Categories C,D, 900-2½.
[2]Category B, 900-2; Categories C,D, 900-2½.
[3]Categories C,D, 900-2½.
[4]Categories A,B, 1200-2; Categories C,D,1200-3.

SAN DIEGO(EL CAJON), CA

GILLESPIE FIELD ..... **LOC-D**
NA when control tower closed.
Categories A,B, 2400-2; Categories C,D, 2400-3.

SAN LUIS OBISPO, CA

SAN LUIS COUNTY ..... **ILS Rwy 11[1]**
VOR or TACAN A[2]
[1]NA when control tower closed.
Categories A,B, 900-2; Category C, 1000-2¾; Category D, 1100-3.
[2]Categories A,B, 1500-2; Categories C,D, 1500-3.

SANTA ANA, CA

JOHN WAYNE AIRPORT-ORANGE COUNTY ..... **ILS Rwy 19R[12]**
LDA Rwy 19R[35]
LOC BC Rwy 1L[2]
NDB Rwy 1L[45]
NDB Rwy 19R[5]
[1]ILS, Categories A,B,C, 800-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]NA when control zone not in effect.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]Categories A,B, 900-2; Category C, 900-2¼; Category D, 900-2½.
[5]NA when control tower closed.

NAME ALTERNATE MINIMUMS

SANTA BARBARA, CA

SANTA BARBARA MUNI ..... **ILS Rwy 7**[12]
VOR or GPS Rwy 25[3]

[1]NA when control tower closed.
[2]ILS, Categories A,B, 800-2;Category C,800-2¼; Category D, 1000-3. LOC, Category C,800-2¼; Category D, 1000-3.
[3]Categories A,B, 1000-2; Categories C,D, 1000-3.

SANTA MARIA, CA

SANTA MARIA PUBLIC/CAPTAIN G. ALLAN HANCOCK FIELD ..... **ILS Rwy 12**[14]
LOC/DME BC-A[24]
VOR Rwy 12[35]

[1]ILS, Category C, 700-2; Category D, 1100-3. LOC, Category D, 1100-3.
[2]Category A,B, 900-2; Category C, 900-2½; Category D, 1100-3.
[3]Category D, 1100-3.
[4]NA when control tower closed.
[5]NA when control tower closed except for operators with approved weather reporting service.

SANTA MONICA, CA

SANTA MONICA MUNI ..... **VOR or GPS-A**

Category A,B, 1000-2; Category C, 1000-2¾; Category D, 1000-3.

NAME ALTERNATE MINIMUMS

SANTA YNEZ, CA

SANTA YNEZ ..... **VOR or GPS-B**

Categories A,B, 1300-2.
NA except for operators with approved weather reporting service.

TORRANCE, CA

ZAMPERINI FIELD ..... **ILS Rwy 29R**[1]
VOR or GPS Rwy 11L,900-2[2]

[1]NA when control tower closed.
[2]NA when control tower closed except for operators with approved weather reporting service.

VAN NUYS, CA

VAN NUYS ..... **ILS Rwy 16R**[1]
LDA-C[2]
VOR or GPS-A[3]

[1]NA when control tower closed.
[2]Categories A, B, 1900-2; Categories C,D, 1900-3.
[3]Category D, 800-2¼.

Take-Off Minimums and (Obstacle) Departure Procedures

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned another DP or radar vector by ATC, this procedure may be flown to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: FAR 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

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NAME	TAKE-OFF MINIMUMS

APPLE VALLEY, CA

APPLE VALLEY

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std . with a min. climb gradient of 340' per NM until 5800. **Rwy 8,18,26,** NA.

DEPARTURE PROCEDURE: Use EXCON ONE RNAV DEPARTURE. **Rwy 8,18,26,** NA.

AVALON, CA

CATALINA

DEPARTURE PROCEDURE: **Rwys 4,22,** climb straight ahead to 2300 then proceed on course.

BAKERSFIELD, CA

BAKERSFIELD MUNI

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 230' per NM to 500. **Rwy 34,** 400-2 or std. with a min. climb of 400' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 16,** turn right. **Rwy 34,** turn left. **All aircraft** climb direct EHF VORTAC. Aircraft departing EHF R-120 CW R-360, climb on course, all others continue climb in EHF VORTAC holding pattern (NW, right turns, 144° inbound) to cross EHF at or above 4000, before proceeding on course.

NOTE: 120' powerlines on centerline, 2551' from departure end of runway 16.

NAME	TAKE-OFF MINIMUMS

BAKERSFIELD, CA (CON'T)

MEADOWS FIELD

DEPARTURE PROCEDURE: **All aircraft** climbing right turn direct EHF VORTAC. Aircraft departing EHF R-180 CW R-350 climb on course. All others continue climb northwestbound via EHF R-324, then climbing left turn to cross EHF VORTAC at or above: EHF R-110 CW R-179 3000; EHF R-351 CW R-109 4000.

BIG BEAR, CA

BIG BEAR CITY

TAKE-OFF MINIMUMS: **Rwy 8,** 1200-2 or std. with a min. climb of 282' per NM to 8000. **Rwy 26,** NA.

DEPARTURE PROCEDURE: Use OKACO RNAV DEPARTURE. **Rwy 26,** NA.

BLYTHE, CA

BLYTHE

TAKE-OFF MINIMUMS: **Rwy 26,** 700-2 or std. with a min. climb of 330' per NM to 1100.

DEPARTURE PROCEDURE: **Rwys 8,17,35,** turn right. **Rwy 26,** turn left, climb to 1500 via heading 180° and BLH R-120, then climbing left turn direct BLH VORTAC, MCA 2000.

BORREGO SPRINGS, CA

BORREGO VALLEY

TAKE-OFF MINIMUMS: **Rwy 7,** 1100-2 or std. with a min. climb of 290' per NM to 1700. **Rwy 25,** NA.

DEPARTURE PROCEDURE: **Rwy 7,** use ERNUF RNAV DEPARTURE. **Rwy 25,** NA.

BRAWLEY, CA

BRAWLEY MUNI

TAKE-OFF MINIMUMS: **Rwy 26,** NA.

DEPARTURE PROCEDURE: **Rwy 8,** turn right. Climb to 3000 via IPL R-009 to IPL VORTAC, then climb on course.

BURBANK, CA

BOB HOPE

TAKE-OFF MINIMUMS: **Rwy 8,** Cats A,B 1500-2 or std. with 480' per NM to 2400. Cats C,D 2300-2 or std. with 650' per NM to 3200. **Rwy 15,** 1300-2 or std. with 290' per NM to 2100. **Rwy 33,** 1100-2 or std. with 390' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 26,** climb direct VNY VOR/DME. **Rwys 8,15,** climbing right turn. **Rwy 33,** climbing left turn direct to VNY VOR/DME. **All aircraft** continue climb to MEA. North/westbound via V326 to GINNA Int, south/eastbound via V186 to DARTS Int.

CALIFORNIA CITY, CA

CALIFORNIA CITY MUNI

DEPARTURE PROCEDURE: Use CALIFORNIA CITY (RNAV) DEPARTURE.

CALIPATRIA, CA

CLIFF HATFIELD MEMORIAL

DEPARTURE PROCEDURE: **Rwy 8,** climb runway heading to 400', then climbing right turn to 3000 via heading 200° and IPL R-336 to IPL VORTAC. **Rwy 26,** climb runway heading to 400', then climbing left turn to 3000 via IPL R-336 to IPL VORTAC.

CAMARILLO, CA

CAMARILLO

TAKE-OFF MINIMUMS: **Rwy 8,** 1100-2 or std. with a min. climb of 250' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 8,** climb to 2500 via CMA R-061. **Rwy 26,** climbing right turn to 2500 via CMA R-265. **All aircraft** climbing left turn direct CMA VOR/DME. Continue climb on course to assigned altitude.

CAMP PENDLETON MCAS (MUNN FIELD) (KNFG)

OCEANSIDE, CA

Rwy 3: Diverse departure not authorized.

Rwy 21: Obstacle identification surface begins 35' above departure end of rwy. Diverse departure authorized between 199° to 226° CW with a minimum obstacle climb rate of 430/NM to 800. 500-1 ceiling and vis authorized in lieu of minimum climb rate.

CARLSBAD, CA

MCCLELLAN-PALOMAR

TAKE-OFF MINIMUMS: **Rwy 6,** 1400-2 or std. with a min. climb of 260' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 6,** climbing left turn to 3100 heading 245°. **Rwy 24,** climb runway heading to 2800. **All aircraft** climb on course.

CHINO, CA

CHINO

TAKE-OFF MINIMUMS: **Rwy 3,** std. with a min. climb of 270' per NM to 4800. **Rwys 8L/R,** std. with a min. climb of 270' per NM to 4800. **Rwy 21,** Cat A/B std. with a min climb of of 290' per NM to 4800, Cat C/D std. with a min. climb of 400' per NM 4800. **Rwys 26L/R,** Cat A/B std. with a min. climb of 270' per NM to 4800, Cat C/D std. with a min. climb of 410' per NM to 4800.

DEPARTURE PROCEDURE: **Rwys 3, 8L/R,** climbing right turn direct PDZ VORTAC. **Rwys 21,26L/R,** climbing left turn direct PDZ VORTAC. **All aircraft** climb in PDZ VORTAC holding pattern (Hold E, right turns, 258° inbound) to the appropriate MEA.

NOTE: 108' AGL trees 1200' from departure end of runway 3, 600' left of centerline.

CORONA, CA

CORONA MUNI

TAKE-OFF MINIMUMS: **Rwy 7,** 1000-2 or std. with a min. climb of 310' per NM to 1700. **Rwy 25,** 600-2 or std. with a min. climb of 280' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 7,** climbing left turn. **Rwy 25,** climbing right turn. **All aircraft** continue climb direct to PDZ VORTAC. Aircraft departing PDZ R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue climb in PDZ VORTAC holding pattern (Hold NE, right turns, 210° inbound) to cross PDZ VORTAC at or above: R-141 CW R-230 4000, R-281 CW R-090 6700.

DAGGETT, CA

BARSTOW-DAGGETT

TAKE-OFF MINIMUMS: **Rwy 22,** 1800-2 or std. with a min. climb of 380' per NM to 4000. **Rwy 26,** CAT C,D 2700-2 or std. with a min. climb of 380' per NM to 5000.

DEPARTURE PROCEDURE: **Rwys 4, 8,** climb direct DAG VORTAC. **Rwys 22, 26,** climbing right turn heading 090° and DAG R-223 to DAG VORTAC, then climb in DAG holding pattern (NE, right turns, 223° inbound) to 7500 before departing on course.

DELANO, CA

DELANO MUNI

TAKE-OFF MINIMUMS: **Rwy 32,** 400-1 or std. with a min. climb rate of 390' per NM to 400.

DEPARTURE PROCEDURE: **All runways** climb outbound via EHF R-324 to 2000, continue climb direct TTE VOR/DME; or, aircraft proceeding via V23 continue climb on course.

NOTE: 65' AGL tree 600' from departure end of runway, 500' left of centerline runway 14.

EDWARDS AF AUX NORTH BASE (9L2)

EDWARDS, CA

Rwy 6-24, climb on course, cross 15 NM from ARP at or above 4500.

EDWARDS AFB (KEDW)

EDWARDS, CA

Rwy 4, Radar Required, Climb 340/NM to 5500, track inbound on EDW R-223 to EDW VORTAC, then out EDW R-043. Climb as instructed, expect radar vectors after passing 4500 or climb on course, cross 15 NM from ARP at or above 4500. Rwy 22, Radar and DME Required. CAT ABC track outbound EDW R-223. At 12 DME turn right heading 020, intercept EDW R-247 to EDW VORTAC. Climb as instructed, expect radar vectors after passing 4500 or climb on course, cross 15 NM from ARP at or above 4500. CAT DE track outbound EDW R-223. At 12 DME turn right, intercept EDW R-247 to EDW VORTAC. Climb as instructed, expect radar vectors after passing 4500 or climb on course, cross 15 NM from ARP at or above 4500.

EL CENTRO NAF (KNJK)

EL CENTRO, CA

Rwy 8, 12: Aircraft assigned headings 270°CW through 300°-Standard with minimum climb of 220/NM to 8200.
Rwy 26: Aircraft assigned headings 250°CW through 320°-Standard with minimum climb of 230/NM to 8200.
Rwy 30: Aircraft assigned headings 250°CW through 320°-Standard with minimum climb of 250/NM to 6700.
Do not over-fly the US-Mexico border. Obstructions south of the border have not been evaluated for required clearance.

EL MONTE, CA

EL MONTE

TAKE-OFF MINIMUMS: **Rwy 1,** 600-1 or std. with a min. climb of 280' per NM to 1000. **Rwy 19,** 1200-2 or std. with min. climb of 230' per NM to 1900.
DEPARTURE PROCEDURE: **Rwy 1,** climbing right turn. **Rwy 19,** climb runway heading to 800 then climbing left turn. **All aircraft** intercept PDZ R-278 to PDZ VORTAC. Aircraft departing PDZ R-091 CW R-280 climb on course. All others continue climb in PDZ holding pattern (NE, right turns, 210° inbound) to cross PDZ VORTAC at or above: R-281 CW R-090, 6700.

FALLBROOK, CA

FALLBROOK COMMUNITY AIRPARK

TAKE-OFF MINIMUMS: **Rwy 36,** CAT A,B, 700-2 or std. with a min. climb of 340' per NM to 5000.
DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 1200, then climbing left turn via heading 160° to join V208-458. Aircraft westbound proceed on course. Aircraft eastbound V208-458 proceed to VISTA Int and climb in holding pattern (E, left turns, 263° inbound) to 5000 before proceeding on course. **Rwy 36,** climb runway heading to 1500, then climbing right turn to intercept OCN VORTAC R-027 to TANNR Int before proceeding on course.

FULLERTON, CA

FULLERTON MUNI

TAKE-OFF MINIMUMS: **Rwy 6,** std. with a min. climb of 230' per NM to 900, or 1100-2½ for climb in visual conditions. **Rwy 24,** std. with a min. climb of 320' per NM to 2300, or 1100-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 6,** climbing right turn to 2300 direct SLI VORTAC, or for climb in visual conditions: cross Fullerton Airport southwest bound at or above 1100, then climb to 2300 via SLI R-020 to SLI VORTAC. **Rwy 24,** climbing left turn to 2300 direct SLI VORTAC, or for climb in visual conditions: cross Fullerton Airport southwest bound at or above 1100, then climb to 2300 via SLI R-020 to SLI VORTAC.
NOTE: **Rwy 6,** obstruction light 109' from departure end of runway, 117' left of centerline, 22' AGL/118' MSL. Train 122' from departure end of runway, 106' left of centerline, 23' AGL/121' MSL. Multiple poles 58' to 1003' from threshold centerline to 373' right of centerline, 39' AGL/135' MSL. Hopper on building 977' from departure end of runway, 468' left of centerline, 36' AGL/132' MSL. Light pole 1247' from threshold, 143' left of centerline, 35' AGL/131' MSL. Tree 1463' from departure end of runway, 35' left of centerline, 72' AGL/168' MSL. Obstruction light 1620' from departure end of runway, 318' right of centerline, 50' AGL/146' MSL. Pole 2234' from departure end of runway, 754' left of centerline, 78' AGL/174' MSL. Pole 3597' from departure end of runway, 793' left of centerline, 102' AGL/198' MSL. Building 3208' from departure end of runway, 820' right of centerline, 112' AGL/217' MSL. Tower 1 NM from departure end of runway, 1937' left of centerline, 94' AGL/267' MSL. Pole 1.6 NM from departure end of runway, 1.5 NM left of centerline, 90' AGL/575' MSL. Tower 1.1 NM from departure end of runway, 1.7 NM left of centerline, 130' AGL/729' MSL. Tower 2 NM northwest of departure end of runway, 760' AGL/820' MSL. **Rwy 24,** road 82' from departure end of runway, on centerline, 15' AGL/99' MSL. Light 85' from departure end of runway, 260' right of centerline, 25' AGL/110' MSL. Light 217' from departure end of runway, 320' left of centerline, 104' AGL/122' MSL. Antenna on building 272' from departure end of runway, 278' left of centerline, 31' AGL/116' MSL. Trees 253' from departure end of runway, 228' right of centerline, 57' AGL/142' MSL. Obstruction light 400' from departure end of runway, on centerline, 18' AGL/103' MSL. Trees 1336' to 2492' from departure end of runway, 160' left of centerline to 419' right of centerline, 70' AGL/155' MSL. Tower 1.3 NM from departure end of runway, 485' right of centerline, 759' AGL/820' MSL.

HAWTHORNE, CA

JACK NORTHROP FIELD/HAWTHORNE MUNI

TAKE-OFF MINIMUMS: **Rwy 7,** 300-2 or std. with a min. climb rate of 250' per NM to 400.
DEPARTURE PROCEDURE: **Rwy 7,** turn right, climb via heading 240°. **Rwy 25,** turn left, climb via heading 210°. **All runways** climb to 3000 via LAX R-170 to LIMBO Int.

HEMET, CA

HEMET-RYAN

TAKE-OFF MINIMUMS: **Rwys 4,22,** N/A-restricted to glider operations. **Rwy 5,** std. with a min. climb of 526' per NM to 5200, or 1400-2½ for climb in visual conditions. **Rwy 23,** std. with a min. climb of 414' per NM to 3200, or 1400-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** climbing left turn via HDF VOR R-084 to HDF VOR, thence...or climb in visual conditions to cross Hemet-Ryan Airport westbound at or above 2900, then climb via HDF VOR R-093 to HDF VOR, thence... **Rwy 23,** climbing right turn via HDF VOR R-108 to HDF VOR, thence...or climb in visual conditions to cross Hemet-Ryan Airport westbound at or above 2900, then climb via HDF VOR R-093 to HDF VOR, thence...

....climb in HDF VOR holding pattern, (SE, right turns, 315°inbound), to cross HDF VOR at or above MEA/MCA for direction of flight.

NOTE: **Rwy 5,** road and vehicle 200' from departure end of runway, on centerline, 15' AGL/1534' MSL. **Rwy 23,** road and vehicle 394' from departure end of runway, 545' left of centerline, 15' AGL/1524' MSL. Tree 1.4 NM from departure end of runway, 2613' right of centerline, 100' AGL/1979' MSL.

IMPERIAL, CA

IMPERIAL COUNTY

DEPARTURE PROCEDURE: **Rwys 8, 32,** turn right. **Rwy 14,** climb runway heading. **Rwy 26,** turn left. **All aircraft** climb direct IPL VORTAC.

IMPERIAL BEACH NOLF (REAM FIELD) (NRS)

IMPERIAL BEACH, CA

Diverse departures not authorized.

INYOKERN, CA

INYOKERN

TAKE-OFF MINIMUMS: **Rwys 2, 10, 15, 28, 33,** NA.

DEPARTURE PROCEDURE: **Rwy 20,** use LAKE HUGHES RNAV DEPARTURE.

LA VERNE, CA

BRACKETT FIELD

TAKE-OFF MINIMUMS: **Rwys 8L,8R,26L,26R,** 300-1.

DEPARTURE PROCEDURE: **Rwys 8L,8R,** climb runway heading to 1400, then climbing right turn heading 195°. **Rwys 26L,26R,** climb runway heading to 1400, then climbing left turn heading 130°. **All aircraft** intercept and climb via POM R-164 to PRADO Int. Aircraft departing PRADO Int heading 141°CW 290° climb on course. All others climb in PRADO holding pattern (N, right turns, 164°inbound) to depart PRADO Int at or above: 291°CW 340°, 4500; 341°CW 050°, 6800; 051°CW 090°, 5200; 091°CW 140°, 4200.

LANCASTER, CA

GENERAL WILLIAM J. FOX AIRFIELD

DEPARTURE PROCEDURE: Climb southeastbound on R-299 to PMD VORTAC. Depart PMD at published MCA for direction of flight.

LOMPOC, CA

LOMPOC

TAKE-OFF MINIMUMS: **Rwy 7,** std. with a min. climb of 425' per NM to 1400, or 1000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7,** climbing right turn. For climb in visual conditions: cross Lompoc Airport eastbound at or above 1200 MSL. **Rwy 25,** turn right heading 130°.

All aircraft climb to 6000 via GVO R-278 to GVO VORTAC. Aircraft departing GVO R-120 CW R-020 climb on course, all others climb in GVO holding pattern (NW, right turns, 127°inbound) to depart GVO VORTAC at or above MEA for route of flight.

NOTE: **Rwy 7,** trees 3583' from departure end of runway, 2.3 NM right of centerline, 50' AGL/889' MSL. Trees 1.2 NM from departure end of runway, 2.2 NM right of centerline, 50' AGL/791' MSL. Trees 1.6 NM from departure end of runway, 1.9 NM right of centerline, 50' AGL/743' MSL.

LONG BEACH, CA

LONG BEACH (DAUGHERTY FIELD)

TAKE-OFF MINIMUMS: **Rwy 16L,** 500-1 or std. with a min. climb of 270' per NM to 400. **Rwy 16R,** 500-1 or std. with a min. climb of 464' per NM to 400. **Rwy 25L,** 300-1 or std. with a min. climb of 284' per NM to 300. **Rwys 34L, 34R,** 300-1.

DEPARTURE PROCEDURE: **Rwys 7L, 7R,** climb to 800, turn right direct SLI VORTAC and proceed to PADDR Int via R-210. **Rwy 12,** climb runway heading to intercept and proceed via SLI VORTAC R-210 to PADDR Int. **Rwys 16L,16R,** climb to 800, turn right heading 180°to intercept and proceed via SLI R-210 to PADDR Int. **Rwys 25L, 25R, 30,** climb to 800, turn left heading 200°to intercept and proceed via LAX R-145 to PADDR Int.

LOS ALAMITOS AAF (KSLI)

LOS ALAMITOS, CA

. . . . . Rwy 22L/R, 300-1*

* Or standard with minimum climb of 230/NM to 400. Rwy 4L/R climbing right turn; Rwy 22L/R climbing left turn. All aircraft climb direct SLI VORTAC. Aircraft departing SLI VORTAC R-040 CW 345 climb on course. All others continue climb via the SLI R-171 southbound then climbing right turn direct SLI VORTAC to cross at or above 4600'.

LOS ANGELES, CA

LOS ANGELES INTL

TAKE-OFF MINIMUMS: **Rwys 25L,25R,** turbojet std, non-turbojet std. with a min. climb of 360' per NM to 600.

DEPARTURE PROCEDURE: **Rwys 6L, 6R, 7L, 7R,** climb to 2000 heading 070°, then climbing right turn. **Rwys 24L, 24R,** climb to 3000 heading 250°, then climbing left turn. **Rwys 25L, 25R,** turbojet climb to 3000 heading 250°, then climbing left turn; non-turbojet climb via heading 250°, at the SMO 154°radial turn left heading 200°. Then all aircraft climb direct SLI VORTAC, then climb on course.

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LOS ANGELES, CA (CON'T)

WHITEMAN

TAKE-OFF MINIMUMS: **Rwys 12, 30,** 2900-2 or std. with a min. climb of 350' per NM to 4300.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn direct VNY VOR/DME. **Rwy 30,** climbing left turn heading 260°. **All aircraft** climb to 4500 via VNY R-325, then climbing left turn direct VNY VOR/DME.

MARCH ARB (KRIV)

RIVERSIDE, CA 04134

Rwy 32 standard with minimum climb of 280/NM to 6000. Diverse departure not authorized.

TAKE-OFF OBSTACLES: Rwy 14, aircraft at departure end of rwy, 265' left of centerline, 30' AGL/1514' MSL. Rwy 32, aircraft 30' beyond departure end of rwy, 272' right of centerline, 30' AGL/1564' MSL.

MIRAMAR MCAS (KNKX)

SAN DIEGO, CA

Diverse departures not authorized.

Rwy 6L/R 340° through 140° CW-Civil standard with minimum climb of 315 to 7600; Military, standard with minimum climb of 290 to 7000. Rwy 24L/R 340° through 140° CW-Civil, standard with minimum climb of 305 to 8000; Military, standard with minimum climb of 280 to 7000.

MOJAVE, CA

MOJAVE

TAKE-OFF MINIMUMS: **Rwys** 4,8,12, NA. **Rwy 22,** 900-5 or std. with a min. climb of 250' per NM to 4000. **Rwy 26,** 1500-5 or std. with a min. climb of 370' per NM to 4600. **Rwy 30,** Cat A/B 1700-5 or std. with a min. climb of 380' per NM to 4800. Cat C: 3200-7 or std. with a min. climb of 480' per NM to 6400.

DEPARTURE PROCEDURE: **Rwy 4,8,12,** NA. **Rwy 22,** climbing left turn heading to 9000 (or assigned altitude) heading 190° and LHS R-030 to LHS VORTAC. **Rwy 26,** climbing left turn to 9000 (or assigned altitude) heading 170° and LHS R-030 to LHS VORTAC. **Rwy 30,** climbing left turn to 9000 (or assigned altitude) heading 200° and PMD R-323. Then turn right via LHS R-030 to LHS VORTAC.

MURRIETA/TEMECULA, CA

FRENCH VALLEY

TAKE-OFF MINIMUMS: **Rwy 18,** NA. **Rwy 36,** 700-2 or std. with a min. climb of 340' per NM to 2200.

DEPARTURE PROCEDURE: **Rwy 36,** climb runway heading to 2200, then climbing left turn via HDF R-145 to HDF VOR. Aircraft departing HDF VOR 065° CW 352° climb on course. Aircraft departing northeastbound, climb in HDF holding pattern, (SE, right turns, 315° inbound) to depart HDF VOR at or above: 353° CW 054°, 6800; 055° CW 064°, 5800; before proceeding on course.

NEEDLES, CA

NEEDLES

DEPARTURE PROCEDURE: **Rwys 2, 29,** turn right. **Rwy 20,** turn left. **All aircraft** climb direct EED VORTAC, then continue climb on curse. Departures on V12, J6, and J8 cross EED VORTAC at or above 2600.

NORTH ISLAND NAS (HALSEY FIELD) (KNZY)

SAN DIEGO, CA

Diverse departure not authorized.

Rwy 29, 600-2*

* Or standard with minimum climb of 500 ft/NM to 800 (civil); 430 ft/NM to 700 (military). Climb heading 289° to 800 (civil) or 700 (military) at NZY 1.6 DME climbing left turn to 2000 via heading 190° intercept NZY R-235 to PGY R-266, then radar vectors to filed route. TKOF Obstacles: 534 ft AMSL radio twr, 1.38 NM from DER. 426 ft AMSL terrain, 1.22 NM from DER.

OCEANSIDE, CA

OCEANSIDE MUNI

TAKE-OFF MINIMUMS: **Rwy 6,** 400-1 or std. with a min. climb of 320' per NM to 500. **Rwy 24,** 300-1 or std. with a min. climb of 670' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 6,** climbing right turn. **Rwy 24,** climbing left turn. **All aircraft** climb via heading 235° to 1500, then climbing right turn direct OCN VORTAC.

ONTARIO, CA

ONTARIO INTL

TAKE-OFF MINIMUMS: **Rwys 8L,8R,** CAT C, D 1000-2 or std. with a min. climb of 220' per NM to 2200.

DEPARTURE PROCEDURE: **Rwys 8L,8R,** climbing right turn. **Rwys 26L,26R,** climbing left turn. **All aircraft** climb direct PDZ VORTAC. Aircraft departing PDZ R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue climb in PDZ holding pattern (NE, right turns, 210° inbound) to cross PDZ VORTAC at or above: R-281 CW R-090, 6700; R-141 CW R-230, 4000.

OXNARD, CA

OXNARD

TAKE-OFF MINIMUMS: **Rwy 7,** 2100-5 or std. with a min. climb of 290' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 7,** climbing left turn. **Rwy 25,** climb runway heading. **All aircraft** continue climb to 6000 (or assigned altitude) via CMA R-249 to SQUID Int. Aircraft departing SQUID Int 040° CW 300° climb on course. All others continue climb in SQUID holding pattern (Hold W, right turns, 069° inbound) to cross SQUID INT at or above 2300.

NOTE: **Rwy 7,** 59' AGL tree 527' from departure end of runway, 501' left of centerline.

PALM SPRINGS, CA

BERMUDA DUNES

TAKE-OFF MINIMUMS: **Rwy 28,** CAT A,B 1200-2 or std. with a min. climb of 450' per NM to 1400. CAT C,D 2100-2 or std. with a min. climb of 490' per NM to 3400.

DEPARTURE PROCEDURE: **Rwy 10,** climbing right turn heading 150°. **Rwy 28,** climbing left turn heading 090°. **All aircraft** continue climb via TRM R-304 to TRM VORTAC. Aircraft departing TRM R-095 CW R-165 climb on course. All others continue climb in TRM holding pattern (E, right turns, 289° inbound) to cross TRM VORTAC at or above: R-166 CW 290°, 6500; 291° CW R-310, 4900; R-311 CW 094°, 3200.

JACQUELINE COCHRAN REGIONAL

TAKE-OFF MINIMUMS: **Rwy 30,** CAT C,D 3400-2 or std. with a min. climb of 410' per NM to 3700. **Rwy 35,** CAT A,B 400-2 or std. with a min. climb of 210' per NM to 400. CAT C,D 3400-2 or std. with a min. climb of 410' per NM to 3700.

DEPARTURE PROCEDURE: **Rwys 12,17,** climbing left turn. **Rwys 30, 35,** climbing right turn heading 150°. Aircraft departing TRM R-101 CW R-139, climb on course. All others continue climb east- bound via the TRM R-109 then climbing right turn to cross TRM VORTAC at or above: R-304 CW R-100, 4000; R-140 CW R-199, 4700; R-200 CW R-303, 6600.

PALM SPRINGS INTL

TAKE-OFF MINIMUMS: **Rwys 13L,13R,** 500-2 or std. with a min. climb of 300' per NM to 1000. **Rwys 31L,31R,** CAT A/B std. with a min. climb of 320' per NM to 2000. CAT C/D std. with a min. climb of 380' per NM to 4500.

DEPARTURE PROCEDURE: **Rwys 13L,13R,** turn left heading 090° to intercept TRM R-304 to TRM VORTAC. **Rwys 31L, 31R,** turn right direct PSP VORTAC, then via PSP R-124 and TRM R-304 to TRM VORTAC. **All aircraft** climb in TRM holding pattern (E, right turns, 289° inbound) until reaching MEA or MCA for route of flight.

PALMDALE, CA

PALMDALE PRODUCTION FLT/TEST INSTLN AF PLANT 42

TAKE-OFF MINIMUMS: **Rwy 22,** 1000-1 or std. with a min. climb of 260' per NM to 4200.

DEPARTURE PROCEDURE: **Rwys 4, 7,** turn left. **Rwys 22, 25,** turn right. Eastbound V12, J6 climb on course. All others climb on R-298 to FISCH Int. (northwestbound climb in holding pattern SE, left turns, 298° inbound. Depart at 8100), continue climb direct PMD VORTAC to depart at or above published MCA.

PASO ROBLES, CA

PASO ROBLES MUNI

DEPARTURE PROCEDURE: All departures maintain 250 kts or less until inbound to PRB. **Rwy 1,** climb to 3000 via heading 280° to intercept PRB R-326 outbound. V248 northbound climb on course. All others climbing right turn to 4500 direct PRB. **Rwy 13,** climb to 3000 via heading 160° to intercept PRB R-133 outbound. V25 southbound continue climb on course. All others climbing right turn to 4500 direct PRB. **Rwy 19,** climb to 3000 via heading 150° to intercept PRB R-179 outbound. V113 southbound continue climb on course. All others climbing left turn to 4500 direct PRB. **Rwy 31,** climb to 3000 via heading 340° to intercept PRB R-326 outbound. V248 northbound climb on course. All others climbing right turn to 4500 direct PRB.

POINT MUGU NAS (NAVAL BASE VENTURA CO) (KNTD)

OXNARD, CA

Diverse departure not authorized. Take-off minimums 600-2. Caution: Mountainous terrain East through North. Rwy 9 departures are not authorized.

Rwy 3-21: Obstacle ident surface begins 10' above departure end of runway.

Obstacles: 104' (MSL) tower from departure end of runway-Rwy 3: 211°5481', Rwy 21: 056°5896', Rwy 27: 126°2077'. 86' (MSL) tower from departure end of runway: 128°2010'.

RAMONA, CA

RAMONA

TAKE-OFF MINIMUMS: **Rwy 9,** CAT A,B 1100-2 or 700-1 with min. climb of 260' per NM to 2700. CAT C 2800-2 or 700-2 with a min climb of 360' per NM to 4600. **Rwy 27,** 800-2 or std. with a min. climb of 280' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 9,** turn left. **Rwy 27,** turn right. Climb to 5000 via OCN R-100 to intercept MZB R-007 to BONDO Int. Continue climb via V208/458 to at or above MEA.

REDLANDS, CA

REDLANDS MUNI

TAKE-OFF MINIMUMS: **Rwy 8,** NA. **Rwy 26,** 1700-2 or std. with a min. climb of 300' per NM to 4000.

DEPARTURE PROCEDURE: Climbing left turn direct PDZ VORTAC. Aircraft departing PDZ VORTAC R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue in PDZ VORTAC holding pattern (hold NE, right turns, 210° inbound) to cross PDZ VORTAC at or above, R-281 CW R-090, 7700; R-141 CW R-230, 4900.

RIALTO, CA

RIALTO MUNI-MIRO FIELD

TAKE-OFF MINIMUMS: **Rwys 17, 35,** NA.

DEPARTURE PROCEDURE: **Rwy 6,** climbing right turn. **Rwy 24,** climbing left turn. **All aircraft** climb via PDZ R-012 to PDZ VORTAC. Aircraft departing PDZ R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue climb in PDZ holding pattern (NE, right turns, 210°inbound) to cross PDZ VORTAC at or above: R-281 CW R-090, 6700; R-141 CW R-230, 4000.

RIVERSIDE, CA

RIVERSIDE MUNI

TAKE-OFF MINIMUMS: **Rwy 9,** CAT A,B 1200-2 or std. with a min. climb of 210' per NM to 2300. CAT C,D 2100-2 or std. with a min. climb of 240' per NM to 3500. **Rwy 16,** NA. **Rwy 27,** CAT C,D 2400-2 or std. with a min. climb of 230' per NM to 3800. **Rwy 34,** CAT A,B 700-2 or std. with a min. climb of 400' per NM to 1600. CAT C,D 1600-2 or std. with a min. climb of 400' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 9,** climbing right turn. **Rwy 34,** climbing left turn. **Rwy 27,** climb heading 280° to 2000, then climbing left turn. **All aircraft** climb direct PDZ VORTAC. Aircraft departing PDZ R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue climb in PDZ holding pattern (NE, right turns, 210° inbound) to cross PDZ VORTAC at or above: R-281 CW R-090, 6700; R-141 CW R-230, 4000; or Airway MEA.

SAN BERNARDINO, CA

SAN BERNARDINO INTL

TAKE-OFF MINIMUMS: **Rwy 6,** CAT A,B 2100-2 or std. with a min. climb of 340' per NM to 3700. CAT C,D 3100-2 or std. with a min. climb of 480' per NM to 4600.

DEPARTURE PROCEDURE: **Rwy 6,** climbing right turn. **Rwy 24,** climbing left turn. **All aircraft** climb direct PDZ VORTAC. Aircraft departing PDZ R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue climb in PDZ holding pattern (Hold NE, right turns, 210° inbound) to cross PDZ VORTAC at or above: R-281 CW R-090, 7700; R-141 CW R-230, 4900.

SAN CLEMENTE ISLAND NALF (FREDERICK SHERMAN FLD) (NUC)

SAN CLEMENTE ISLAND, CA

Diverse departures not authorized between 090° to 160° clockwise bearing from ARP.

SAN DIEGO, CA

BROWN FIELD MUNI

TAKE-OFF MINIMUMS: **Rwys 8L,8R,** CAT A,B 1900-2 or std. with a min. climb of 460' per NM to 2600. CAT C,D 3100-3 or std. with a min. climb of 520' per NM to 3900.

DEPARTURE PROCEDURE: **Rwys 8L,8R,** climbing left turn. **Rwys 26L,26R,** climbing right turn. **All aircraft** climb heading 280° to intercept MZB R-160 northwestbound to MZB VORTAC.

SAN DIEGO, CA (CON'T)

MONTGOMERY FIELD

TAKE-OFF MINIMUMS: **Rwy 5,** 1500-2 or std. with a min. climb of 290' per NM to 1700.

DEPARTURE PROCEDURE: **Rwys 5, 10L/R,** climbing right turn. **Rwys 28L/R,** climbing left turn. **All aircraft** climb direct to MZB VORTAC. Aircraft departing MZB R-090 CW R-360 climb on course. All others climb in MZB holding pattern (W, right turns, 075° inbound) to cross MZB VORTAC at or above 1800.

SAN DIEGO INTL

TAKE-OFF MINIMUMS: **Rwy 9,** CAT A,B 400-1 or 300-1 with a min. climb of 610' per NM to 600. CAT C,D 300-1 with a min. climb of 610' per NM to 2300. **Rwy 27,** 300-1½ or std. with a min. climb of 317' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 9,** climb runway heading to 600, then climbing left turn direct MZB VORTAC. **Rwy 27,** climb runway heading to 900, then climbing right turn direct MZB VORTAC. Aircraft departing MZB VORTAC R-180 CW R-360 climb on course. All others climb in MZB VORTAC holding pattern (W, right turns, 075° inbound) to cross MZB VORTAC at or above 2000.

NOTE: **Rwy 9,** trees 792' from departure end of runway, 142' left of centerline, 60' AGL/99' MSL. Antenna 740' from departure end of runway, 302' right of centerline, 62' AGL/82' MSL. Antenna 1946' from departure end of runway, 969' left of centerline, 126' AGL/192' MSL. Trees 1377' from departure end of runway, 285' left of centerline, 80' AGL/135' MSL. Trees 4625' from departure end of runway, 1414' left of centerline, 250' AGL/385' MSL. **Rwy 27,** trees 1 mile from departure end of runway, 685' right of centerline, 220' AGL/253' MSL. Trees 3118' from departure end of runway, 846' right of centerline, 120' AGL/149' MSL. Flagpole 2511' from departure end of runway, 700' left of centerline, 90' AGL/116' MSL.

SAN DIEGO (EL CAJON), CA

GILLESPIE FIELD

TAKE-OFF MINIMUMS: **Rwys 9L, 9R,** 900-2 or std. with a min. climb of 1000' per NM to 1600. **Rwy 17,** 500-1 or std. with a min. climb of 260' per NM to 800. **Rwys 27L, 27R,** CAT A,B 500-1 or std. with a min. climb of 370' per NM to 900. CAT C,D 2500-2 or std. with a min. climb of 370' per NM to 2500. **Rwy 35,** 1300-2 or std. with a min. climb of 460' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 9L, 9R, 27L, 27R,** climbing right turn. **Rwys 17, 35,** climbing left turn. **All aircraft** climb via heading 165° and MZB R-076 to MZB VORTAC.

SAN LUIS OBISPO, CA

SAN LUIS COUNTY REGIONAL

TAKE-OFF MINIMUMS: **Rwys 7, 25,** NA. **Rwy 11,** 1800-2 or std. with a min. climb of 320' per NM to 2300. **Rwy 29,** 1200-2 or std. with a min. climb of 390' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 11,** climb runway heading to 900, then climbing right turn direct MQO VORTAC. **Rwy 29,** climb via runway heading and MQO R-050 to MQO VORTAC. **All aircraft** departing on MQO R-130 CW R-320 climb on course. All others continue climbing in MQO holding pattern (SE, left turns, 306°inbound) to cross MQO VORTAC at or above 4000.

SAN NICOLAS ISLAND NOLF (NSI)

SAN NICOLAS ISLAND, CA

Cross DER at or above 10' AGL/494' MSL.

Diverse departures authorized between 300°CW to 120°from the ARP.

TAKE-OFF OBSTACLES: Rwy 30: 8' AGL/492' MSL localizer antenna 48' from DER on centerline.

SANTA ANA, CA

JOHN WAYNE AIRPORT-ORANGE COUNTY

DEPARTURE PROCEDURE: **All runways** climb runway heading to 700. **Rwys 1L, 1R,** turn left. **Rwys 19L, 19R,** turn right. **All aircraft** climb direct SLI VORTAC. Aircraft departing SLI R-040 CW R-345 climb on course. All others continue climbing via SLI R-171 southbound then climbing right turn direct SLI VORTAC to cross at or above 4600.

SANTA BARBARA, CA

SANTA BARBARA MUNI

TAKE-OFF MINIMUMS: **Rwy 33L, 33R,** NA.

DEPARTURE PROCEDURE: **Rwy 7,** turn right heading 170°. **Rwy 25,** turn left heading 155°. **Rwys 15L, 15R,** climb runway heading. **All aircraft** climb via RZS R-185 to GOLET Int. Aircraft departing GOLET Int 050° CW 300°climb on course. All others continue climb in GOLET holding pattern (SE, right turns, 307°inbound) to cross GOLET Int at or above 2800, then climb on course.

SANTA MARIA, CA

SANTA MARIA PUBLIC/ CAPTAIN G. ALLAN HANCOCK FIELD

TAKE-OFF MINIMUMS: **Rwy 12,** CAT C,D 3400-2 or std. with a min. climb of 310' per NM to 3600. **Rwy 20,** CAT A,B 1300-2 or std. with a min. climb of 250' per NM to 1500; CAT C,D 1600-2 or std. with a min. climb of 250' per NM to 2100.

DEPARTURE PROCEDURE: **Rwys 2, 12,** climbing left turn. **Rwy 20,** climbing right turn. **Rwy 30,** climb via runway heading. **All aircraft** climb direct GLJ VOR. Continue climb via GLJ R-300 northwestbound to 2000, then continue climbing direct MQO VORTAC.

NOTE: 400' - 550' trees beginning ¾ mile from departure end of Rwy 12.

SANTA MONICA, CA

SANTA MONICA MUNI

TAKE-OFF MINIMUMS: **Rwy 3,** 700-2 or std. with a min. climb of 290' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 3,** climb to 1000, then climbing right turn direct SMO VOR/DME. Proceed via SMO R-261 to SADDE Int. **Rwy 21,** climbing right turn to intercept SMO R-250 and FIM R-148 to SADDE Int. **All aircraft** continue climb on course.

SANTA YNEZ, CA

SANTA YNEZ

TAKE-OFF MINIMUMS: **Rwy 8,** CAT C,D 1100-2 or std. with a min. climb of 280' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 8,** turn left, climb to 6000 heading 260°and V27 to ORCUT Int. **Rwy 26,** climb to 6000 via RZS R-275 and V27 to ORCUT Int.

SHAFTER, CA

SHAFTER-MINTER FIELD

DEPARTURE PROCEDURE: **Rwys 12, 16,** turn right. **Rwys 30,34,** turn left. Climb westbound to 4000 via V248. Westbound aircraft continue at 4000 on course. Eastbound aircraft turn right at 4000 direct EHF VORTAC WIE until UFN.

TORRANCE, CA

ZAMPERINI FIELD

TAKE-OFF MINIMUMS: **Rwys 11L, 11R,** 400-1 or std. with a min. climb of 325' per NM to 500.

DEPARTURE PROCEDURE: **Rwys 29L, 29R,** climb runway heading. **Rwys 11L, 11R,** climbing left turn to heading 290°. Both departures climb to 3000, intercept LAX R-170 to LIMBO Int.

TWENTYNINE PALMS, CA

TWENTYNINE PALMS

TAKE-OFF MINIMUMS: **Rwy 17,** NA. **Rwys 8, 26, 35,** std. with a min. climb of 280' per NM to 5500.

DEPARTURE PROCEDURE: **Rwys 8, 26, 35,** turn right direct TNP VORTAC. Eastbound on V264 continue climb on course. All others climb in TNP holding pattern (E, left turns, 255°inbound) to cross TNP VORTAC at or above 6000 before proceeding on course. Northeast bound on V514-538 cross TNP VORTAC at or above 7900.

TWENTYNINE PALMS EAF (NXP)

TWENTYNINE PALMS, CA

Diverse departure not authorized.

UPLAND, CA

CABLE

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1 or std. with a min. climb of 240' per NM to 1900.

DEPARTURE PROCEDURE: **Rwy 6,** climbing right turn. **Rwy 24,** climbing left turn. **All aircraft** climb direct PDZ VORTAC. Aircraft departing PDZ R-091 CW R-140 and R-231 CW R-280 climb on course. All others continue climb in PDZ holding pattern (E, right turns, 258° inbound) to cross PDZ VORTAC at or above: R-281 CW R-090, 6700; R-141 CW R-230, 4000.

VAN NUYS, CA

VAN NUYS

TAKE-OFF MINIMUMS: **Rwys 16L, 16R,** 2500-2 or std. with a min. climb of 300' per NM to 3800.
Rwys 34L, 34R, 3300-2 or std. with a min. climb of 425' per NM to 4500.

DEPARTURE PROCEDURE: **Rwys 16L, 16R,** climbing left turn. **Rwys 34L, 34R,** climbing right turn.
All aircraft intercept VNY R-095 to DARTS Int. Aircraft eastbound via V186 and southeastbound via V459 climb on course. All others, continue climbing right turn direct VNY VOR/DME before proceeding on course.

VANDENBERG AFB (KVBG)

LOMPOC, CA 04078

Rwy 30: RADAR required. Climb on track 302° to 4000, then as instructed by LA Center before proceeding on course. CAUTION -Departure procedure enters uncontrolled airspace.

Rwy 12: RADAR required. Climb on track 116° to 6000, then as instructed by LA Center before proceeding on course.

TAKE-OFF OBSTACLES: Rwy 12, 107' trees 4551' from departure end of rwy, 1478' right of centerline.

VICTORVILLE, CA

SOUTHERN CALIFORNIA LOGISTICS

TAKE-OFF MINIMUMS: **Rwy 3,** 600-2¼ or std. with a min. climb of 280' per NM to 3500.

DEPARTURE PROCEDURE: **Rwys 3, 35,** climbing left turn heading 220°. **Rwys 17, 21,** climbing right turn heading 325°. **All aircraft** climb via VCV R-269 to ETHER Int. Aircraft departing ETHER Int 220° CW 120° climb on course. All others climb in ETHER Int. holding pattern (E, left turns, 247° inbound) to depart ETHER Int. at or above 8500.

NOTE: **Rwy 17,** cross departure end of runway at or above 35' AGL/2912' MSL. Antenna 703' from departure end of runway, 203' left of centerline, 25' AGL/2902' MSL.

14 APR 2005

Section 9. Automatic Terminal Information Service Procedures

2–9–1. APPLICATION

Use the ATIS, where available, to provide advance noncontrol airport/terminal area and meteorological information to aircraft.

a. Identify each ATIS message by a phonetic letter code word at both the beginning and the end of the message. Automated systems will have the phonetic letter code automatically appended. Exceptions may be made where omissions are required because of special programs or equipment.

1. Each alphabet letter phonetic word shall be used sequentially, except as authorized in subpara a2, beginning with "Alpha," ending with "Zulu," and repeated without regard to the beginning of a new day. Identify the first resumed broadcast message with "Alpha" or the first assigned alphabet letter word in the event of a broadcast interruption of more than 12 hours.

2. Specific sequential portions of the alphabet may be assigned between facilities or an arrival and departure ATIS when designated by a letter of agreement or facility directive.

REFERENCE–
FAAO 7210.3, Automatic Terminal Information Service (ATIS), Para 10–4–1.

b. The ATIS recording shall be reviewed for completeness, accuracy, speech rate, and proper enunciation before being transmitted.

c. Arrival and departure messages, when broadcast separately, need only contain information appropriate for that operation.

2–9–2. OPERATING PROCEDURES

Maintain an ATIS message that reflects the most current arrival and departure information.

a. Make a new recording when any of the following occur:

1. Upon receipt of any new official weather regardless of whether there is or is not a change in values.

2. When runway braking action reports are received that indicate runway braking is worse than that which is included in the current ATIS broadcast.

3. When there is a change in any other pertinent data, such as runway change, instrument approach in use, new or canceled NOTAMs/PIREPs/HIWAS update, etc.

b. When a pilot acknowledges that he/she has received the ATIS broadcast, controllers may omit those items contained in the broadcasts if they are current. Rapidly changing conditions will be issued by ATC, and the ATIS will contain the following:

EXAMPLE–
"Latest ceiling/visibility/altimeter/wind/(other conditions) will be issued by approach control/tower."

c. Broadcast on all appropriate frequencies to advise aircraft of a change in the ATIS code/message.

d. Controllers shall ensure that pilots receive the most current pertinent information. Ask the pilot to confirm receipt of the current ATIS information if the pilot does not initially state the appropriate ATIS code. Controllers shall ensure that changes to pertinent operational information is provided after the initial confirmation of ATIS information is established. Issue the current weather, runway in use, approach information, and pertinent NOTAMs to pilots who are unable to receive the ATIS.

EXAMPLE–
"Verify you have information ALPHA."

"Information BRAVO now current, visibility three miles."

"Information CHARLIE now current, Ceiling 1500 Broken."

"Information CHARLIE now current, advise when you have CHARLIE."

2–9–3. CONTENT

Include the following in ATIS broadcast as appropriate:

a. Airport/facility name, phonetic letter code, time of weather sequence (UTC). Weather information consisting of wind direction and velocity, visibility, obstructions to vision, present weather, sky condition, temperature, dew point, altimeter, a density altitude advisory when appropriate and other pertinent remarks included in the official weather observation. Wind direction, velocity, and altimeter shall be reported from certified direct reading instruments. Temperature and dew point should be reported from certified direct reading sensors when available. Always include weather observation remarks of lightning, cumulonimbus, and towering cumulus clouds.

NOTE–
ASOS/AWOS is to be considered the primary source of wind direction, velocity, and altimeter data for weather observation purposes at those locations that are so equipped. The ASOS Operator Interface Device (OID) displays the magnetic wind as "MAG WND" in the auxiliary data location in the lower left–hand portion of the screen. Other OID displayed winds are true and are not to be used for operational purposes.

b. Man–Portable Air Defense Systems (MANPADS) alert and advisory. Specify the nature and location of threat or incident, whether reported or observed and by whom, time (if known), and notification to pilots to advise ATC if they need to divert.

EXAMPLE–
1. *"MANPADS alert. Exercise extreme caution. MANPADS threat reported by TSA, Chicago area." "Advise on initial contact if you want to divert."*

2. *"MANPADS alert. Exercise extreme caution. MANPADS attack observed by tower one–half mile northwest of airfield at one–two–five–zero Zulu." "Advise on initial contact if you want to divert."*

REFERENCE–
FAAO 7110.65, MANPADS Alert, Para 10–2–13.
FAAO 7210.3, Handling MANPADS Incidents, Para 2–1–9.

c. The ceiling/sky condition, visibility, and obstructions to vision may be omitted if the ceiling is above 5,000 feet and the visibility is more than 5 miles.

EXAMPLE–
A remark may be made, "The weather is better than five thousand and five."

d. Instrument/visual approach/s in use. Specify landing runway/s unless the runway is that to which the instrument approach is made.

e. Departure runway/s (to be given only if different from landing runway/s or in the instance of a "departure only" ATIS).

f. Taxiway closures which affect the entrance or exit of active runways, other closures which impact airport operations, other NOTAMs and PIREPs pertinent to operations in the terminal area. Inform pilots of where hazardous weather is occurring and how the information may be obtained. Include available information of known bird activity.

REFERENCE–
FAAO 7110.65, Bird Activity Information, Para 2–1–22

g. Runway braking action or friction reports when provided. Include the time of the report and a word describing the cause of the runway friction problem.

PHRASEOLOGY–
RUNWAY (number) MU (first value, second value, third value) AT (time), (cause).

EXAMPLE–
"Runway Two Seven, MU forty–two, forty–one, twenty–eightat one zero one eight Zulu, ice."

REFERENCE–
FAAO 7110.65, Braking Action Advisories, Para 3–3–5

h. Other optional information as local conditions dictate in coordination with ATC. This may include such items as VFR arrival frequencies, temporary airport conditions, LAHSO operations being conducted, or other perishable items that may appear only for a matter of hours or a few days on the ATIS message.

i. Low level wind shear/microburst when reported by pilots or is detected on a wind shear detection system.

REFERENCE–
FAAO 7110.65, Low Level Wind Shear/Microburst Advisories, Para 3–1–8

j. A statement which advises the pilot to read back instructions to hold short of a runway. The air traffic manager may elect to remove this requirement 60 days after implementation provided that removing the statement from the ATIS does not result in increased requests from aircraft for read back of hold short instructions.

k. Instructions for the pilot to acknowledge receipt of the ATIS message by informing the controller on initial contact.

EXAMPLE–
"Boston Tower Information Delta. One four zero zero Zulu. Wind two five zero at one zero. Visibility one zero. Ceiling four thousand five hundred broken. Temperature three four. Dew point two eight. Altimeter three zero one zero. ILS–DME Runway Two Seven Approach in use. Departing Runway Two Two Right. Hazardous Weather Information for (geographical area) available on HIWAS, Flight Watch, or Flight Service Frequencies. Advise on initial contact you have Delta."

County of San Diego

DEPARTMENT OF PUBLIC WORKS

JOHN L. SNYDER
DIRECTOR
(858) 694-2233
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LOCATION CODE S50

5555 OVERLAND AVE, SAN DIEGO, CALIFORNIA 92123-1295

COUNTY ENGINEER
COUNTY AIRPORTS
COUNTY ROAD COMMISSIONER
TRANSIT SERVICES
COUNTY SURVEYOR
FLOOD CONTROL
WASTEWATER MANAGEMENT

March 12, 2001

REQUIREMENT FOR PRIOR PERMISSION REQUEST TO PERFORM ENGINE MAINTENANCE RUNS AT McCLELLAN-PALOMAR AIRPORT

Due to an increase in the number and size of aircraft operating at McClellan-Palomar airport and the limited space available in the run-up area for Runway 24, it has become necessary to create a formalized system to schedule and manage engine maintenance runs at Palomar.

The aim of this system is to allow ATCT to coordinate with arriving/departing traffic and to minimize the amount of time maintenance crews have to wait to perform engine runs by scheduling times when the airport had the least activity. These measures will reduce the risk of jet or prop wash from damaging public and or private property both on the airport and on Palomar Airport Road.

Effective immediately, all aircraft operators wishing to do any kind of maintenance check in the run-up area must contact Palomar Airport Operations on [(760) 431 4646] (weekdays) or [(760) 497 4938] (weekends) to be advised of procedures, schedule a time and be issued a Prior Permission Request (PPR) number. This PPR number verifies that the crew have been briefed and will be required by ATCT before any maintenance run can be started. Basic procedures are as follows:

- Aircraft will position adjacent to the hold short line
- * Aircraft must line-up on a heading of 240 degrees
- No high power engine runs are to be conducted when ATCT is closed
- All aircraft are to monitor ATCT Tower frequency during maintenance runs
- ATCT will coordinate high power run-ups to avoid interference with arriving aircraft

The above procedures are designed to ensure the safe and efficient operation of aircraft during maintenance runs - a benefit to all airport users and operators. Aircraft operators failing to comply with these procedures will be fully liable for all damage and or injury that occurs from their actions. Your cooperation is appreciated.

Very truly yours,

Floyd A. Best
Airport Manager
McClellan-Palomar Airport

* changed to 240° per AM/AAM instructions
VJB

Cc: Manager - Airports/Transit, CRQ Ops, ARFF
FAB/RG
03/12/01

COUNTY OF SAN DIEGO, CALIFORNIA
BOARD OF SUPERVISORS POLICY

Subject	Policy Number	Page
Development of McClellan-Palomar Airport	F-44	1 of 2

Purpose

To provide a policy establishing guidelines for the operation and development of McClellan-Palomar Airport.

Background

McClellan-Palomar Airport has become the busiest County-owned airport facility, with more take-offs and landings than any other civilian airport in the San Diego region. The development of land adjacent to the airport has restricted the airport to a single 5,000-foot runway that can be used from a magnetic heading of 060 or 240 degrees, and a capacity for over 500 based aircraft. Taxiway configuration limits the weight of aircraft using the facility to a maximum of 60,000 pounds. There is a need to ensure that residential and commercial land uses around the airport and airport operations remain compatible.

Policy

It is the policy of the Board of Supervisors that:

1.The role of McClellan-Palomar Airport shall be to provide air transportation for the residents of North San Diego County and to facilitate general aviation activities while minimizing noise impacts on surrounding areas and communities.

2.Scheduled commuter airline operations are limited to aircraft having 10 to 60 seats and meeting the approach speed and wing span categories for McClellan-Palomar Airport in accordance with FAA regulations. Commuter airline aircraft shall meet the FAA Stage III noise criteria.

3.The airport will operate with one runway that simultaneously accommodates a 4,900 foot landing distance and a 5,000 foot takeoff distance; the 100 foot difference, a displaced threshold on the runway's east end, will increase the safety of the airport while reducing noise levels.

4.The County will take a proactive role working with local agencies and the FAA to protect the airspace around the airport from encroachment and to promote compatible off airport land development, and to ensure the future safety and compatibility of the existing runway length.

5.The County will operate the airport in accordance with any adopted FAA Part 150

Noise Compatibility Program and in full compliance with any State or Federal mandated noise standards relating to the operation of a public airport. The program will recognize the Noise Element of the City of Carlsbad's General Plan and implement mitigation measures consistent with State, Federal and FAA Grant Assurance Agreements to minimize noise impacts.

6.The County will monitor aircraft noise and verify the Community Noise Equivalent Level (CNEL) noise contours within the airport influence area as described in the Palomar Airport Comprehensive Land Use Plan as well as monitor pilot compliance with any adopted FAA Part 150 Noise Abatement Program. The County will also continue to monitor air traffic around the airport with a noise monitoring and flight tracking system and implement procedures consistent with State, Federal and FAA Grant Assurance Agreements to mitigate single event noise complaints.

7.The Airport Manager will produce, distribute and promote a detailed noise abatement program for the airport. The program will contain specific flight information and a chart identifying noise sensitive areas. The noise abatement program will be updated annually and distributed to pilots. The Airport Manager will request pilot compliance with the program.

8.This policy recognizes SANDAG's Airport Land Use Commission Plan.

Sunset Date
This policy will be reviewed for continuance by 12-31-09.

Board Action
10-9-02 (5)
10-6-87 (58)
12-12-89 (49)
6-5-90 (43)
10-23-90 (45)
4-30-91 (32)
9-17-91 (42)
7-16-96 (19)

CAO Reference
1. Department of Public Works